

Mobility Investment Priorities Corridor Project Checklist

Instruction Notes:

- **Already Included** – strategy is already integrated into corridor projects. *Use codes below for this column only:
 - **BP:** Best Practice is being used
 - **SP:** Best State Practice is being used
- **G:** Current efforts are good enough
- **E:** Current efforts are not sufficient

If columns are used, mark with an **X**:

- **Should Be Studied** – strategy is not integrated into possible corridor projects, but could significantly benefit the corridor; requires additional analysis.
- **Is Not Needed** – strategy would not benefit the corridor.
- **No Information Yet** – insufficient knowledge about the corridor and related projects to classify strategy.

Corridor	Corridor Analysis Summary			
Congested Road: IH 820 (Northeast Loop) 2010 Rank: 14 Delay: 3,063,600 Hrs. TCI: 1.76 ADT/Lane: 31,000 Endpoints: IH 35 (North Fwy) to SH 183 (Airport Fwy) Length: 8.3 miles Date: January 2013	Already Included*	Should Be Studied	Is Not Needed	No Info Yet
System Efficiency				
Aggressive Incident Clearance	G			
Electronic Toll Collection Systems	BP*			
Reversible Traffic Lanes/Changeable Lane Assignments			X	
Signal Operations & Management	G			
Special Event Management				X
Traffic Management Centers				
Traveler Information Systems	BP*			
Truck Incentives & Use Restrictions		X		
Truck Lane Restrictions		X		
Travel Options				
Flexible Work Hours	G			
Compressed Work Weeks	G			
Telecommuting	G			
Carpooling	G			
Real-Time Ridesharing			X	
Vanpool	G			
Transportation Management Associations				
Trip Reduction Ordinances				X
Parking Management			X	
Pay-As-You-Drive Auto Insurance	G			
Variable Pricing	BP*			
Active Traffic Management				
Dynamic Merge Control		X		
Dynamic Rerouting		X		
Dynamic Truck Restrictions		X		
Queue Warning		X		
Ramp Flow Control (Flow Signals/Ramp Metering)		X		
Temporary Shoulder Use (Bus on Shoulder)			X	
Variable Speed Limits		X		

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Congested Road: IH 820 (Northeast Loop) 2010 Rank: 14

System Modification				
Access Management	SP*			
Bottleneck Removal	SP*			
Freight Rail Improvements				X
Multimodal Transportation Centers				X
Ramp Configuration to Increase Queuing Capacity	BP*			
Acceleration/Deceleration Lanes	BP*			
Commercial Vehicle Accommodations	SP			
Diverging Diamonds			X	
Intersection Improvements & Innovative Intersection	SP*			
Roundabouts				
Intersection Turn Lanes				
Loop Ramps Eliminating Left Turns			X	
One-Way Streets			X	
Superstreets			X	
Express & Park-and-Ride Bus Service		X		
Park-and-Ride Lots		X		
Additional Capacity				
Adding Lanes or Roads				
Adding New Toll Lanes or Toll Roads	BP*			
Managed (HOV/HOT) Lanes	BP*			
Grade Separation	BP*			
Construction Improvements				
Construction Contracting Options	BP			
Reducing Construction/Maintenance Interference	BP			
Pavement Recycling				X
Shoulder Pavement Upgrade				X
Sustainable Pavements				X
Public Participation				
Outreach/Focus Groups	BP			
Communications	BP			
Effects				
Economic	BP*			
Safety	BP*			
Pavement Quality	BP*			

Comments:

- Some long, continuous parallel arterials in corridor.
- Strong cross-town traffic to Dallas employment.
- Currently under CDA development (North Tarrant Express) for two managed, toll lanes in each direction. Rebuilding existing general purpose lanes, and adding mostly continuous frontage roads. Construction to be completed 2015.

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